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PULTNEYVILLE HARBOR, N. Y.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORT ON
REEXAMINATION OF PULTNEYVILLE HARBOR, N. Y.

DECEMBER 13, 1915.—Referred to the Committee on Rivers and Harbors and ordered
to be printed, with illustration.

WAR DEPARTMENT,
Washington, December 9, 1915.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith a letter from the Chief of Engineers, United States Army, dated 6th instant, together with copy of a report from Maj. L. V. Frazier, Corps of Engineers, dated September 30, 1915, with map, on reexamination of Pultneyville Harbor, N. Y., made by him in compliance with the provisions of the river and harbor act approved March 4, 1915.

Very respectfully,

LINDLEY M. GARRISON,
Secretary of War.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, December 6, 1915.

From: The Chief of Engineers, United States Army.

To: The Secretary of War.

Subject: Reexamination of Pultneyville Harbor, N. Y.

1. Under authority contained in section 14 of the river and harbor act approved March 4, 1915, there is submitted herewith for transmission to Congress report dated September 30, 1915, with map, by Maj. L. V. Frazier, Corps of Engineers, relative to the project for improvement of Pultneyville Harbor, N. Y.

2. This harbor is at the mouth of Salmon Creek, which empties into Lake Ontario, 22 miles east of Charlotte Harbor, N. Y. The project for its improvement, adopted in 1871, provided for protecting the approach to the creek by building two piers in the lake of timber cribs filled with stone, and dredging a channel 10 feet deep at low water from the 10-foot curve in the lake to the mouth of the creek, at a total estimated cost of \$59,000, which was later increased to \$71,000. The structures were completed and the channel dredged to a depth of 8 feet. No work has been done by the United States since 1908. Pultneyville is a village of less than 300 inhabitants. The district officer reports that it has no commerce at the present time and has had practically none for the last 15 years. There is no prospect of future development of commerce and he recommends that the project be abandoned. The division engineer and the Board of Engineers for Rivers and Harbors concur in this opinion.

3. After due consideration of the above-mentioned reports, I concur in the views of the district officer, the division engineer, and the Board of Engineers for Rivers and Harbors, and therefore recommend that legislation be enacted authorizing the abandonment of the project for improvement of Pultneyville Harbor, N. Y.

DAN C. KINGMAN,
Chief of Engineers, United States Army.

REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS

[Third indorsement.]

THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
October 13, 1915.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY.

1. The following report on Pultneyville Harbor, N. Y., is submitted under authority of that portion of section 14 of the act of March 4, 1915, which reads "and the Chief of Engineers is directed to make a report upon any other projects, river or harbor, the further improvement of which under present conditions is undesirable, or in which modifications of the plans or projects should be made."

2. This harbor is situated on Lake Ontario, at the mouth of Salmon Creek, 22 miles east of Charlotte Harbor. Work has been carried on from time to time since 1871, when a project was undertaken to provide an entrance channel 10 feet deep, protected by jetties. The jetties were built, but it was found impracticable to obtain a greater depth than 8 feet, and even this has not been maintained. The available depth has ranged from less than 1 foot up to 8 or 10 feet. No work has been done since 1908. The total expenditures to June 30, 1914, have been \$83,396.99.

3. Pultneyville is a village of less than 300 inhabitants. The commerce reported prior to 1910, was insignificant, since which time there has been none, and the district officer reports that there is none in prospect. He is therefore of opinion that the locality is unworthy of improvement and that the project should be abandoned by the United States. The division engineer concurs with the district officer.

4. In view of the absence of any commerce, either present or prospective, the further continuance of this project does not appear to be justified. The board therefore concurs with the district officer and the division engineer, and recommends that legislation be enacted authorizing the abandonment of the project for Pultneyville Harbor, N. Y.

For the board:

FREDERIC V. ABBOT,
Colonel, Corps of Engineers,
Senior member present.

REEXAMINATION OF PULTNEYVILLE HARBOR, N. Y.

UNITED STATES ENGINEER OFFICE,
Buffalo, N. Y., September 30, 1915.

From: The District Engineer Officer.

To: The Chief of Engineers, United States Army
(Through the Division Engineer).

Subject: Examination of Pultneyville Harbor, N. Y., with a view to modification or abandonment of project.

1. In compliance with instructions from the Office of the Chief of Engineers, dated May 3, 1915, I submit report as follows on examination of harbor at Pultneyville, N. Y., with a view to the modification or abandonment of the project.

2. Pultneyville Harbor is located on Lake Ontario at the mouth of Salmon Creek about 22 miles east of Charlotte Harbor. The locality is shown in general on United States Lake Survey Chart No. 23, Coast Chart No. 3, Lake Ontario, and in detail on the map herewith.

3. When the United States first undertook the improvement of this harbor in 1871, \$25,000 to \$35,000 had been expended by private enterprise in building a pier and in dredging. From the north side of the mouth of the creek a timber-crib pier 171 feet long projected about 80 feet from shore. There was a pool about 900 feet long, 40 to 60 feet wide and 6 to 10 feet deep at the mouth of the creek, which ended abruptly in a small brook at the head of the pool (see map, Annual Report Chief of Engineers, 1894, p. 2462).

4. The original project for improvement by the United States pursuant to the first appropriation by river and harbor act of July 11, 1870, contemplated protecting the approach to the creek by building two timber-crib piers in the lake and dredging a channel 10 feet deep at low water between them, from the 10-foot curve in the lake to the pool in the creek at an estimated cost of \$59,000. In 1875 the material to be dredged was found to be so hard that the estimated cost was increased to \$71,000. The piers were completed in 1884—east pier 572 feet long and west pier 910 feet long—and dredging was done at various times until 1900 when the attempt to secure the 10-foot depth was abandoned on account of the difficult dredging.

5. The channel was found to be very unstable and rapidly filled with sand and gravel, particularly at the mouth of the creek. In order to prevent this filling of the channel a bulkhead 200 feet long of Wakefield sheet piling was constructed in 1891–2 at the east side of the creek outlet and dredging was done thereafter from time to time and a channel 8 feet deep secured.

6. In 1900 the abandonment of the project was recommended by the district officer, by statement in the annual report of the Chief of Engineers for 1901, as follows:

The channel is very unstable, rapidly filling with sand and gravel. In the annual report for 1895, page 420, the channel depth is reported as "about 10 feet at low water in the lake"; in July, 1896, it was 6 feet, and in October, 1896, the depth at low water was barely 4 feet. In March, 1899, the depth was three-tenths of a foot at extreme low water.

No money is asked for for this harbor, and it is recommended that it be abandoned as a harbor to be maintained by the United States.

7. No further work was done until after the passage of the river and harbor act of March 2, 1907, which appropriated \$6,000 for "continuing improvement and for maintenance."

8. Under this appropriation, repairs to the piers and dredging of a channel 14 feet wide and 8 feet deep at low water were completed in 1908, since which time no work has been done.

No soundings have been taken in the channel since 1908, but it is known to be of sufficient depth to meet the requirements of the small motor boats visiting the harbor during the summer excursion season.

9. The total amount expended by the General Government on the improvement of the harbor to the present time is \$83,810.73, and the balance of funds available is \$1,072.56.

10. Pultneyville is a village of less than 300 inhabitants. It has no commerce at the present time and has had practically none for over 15 years. The following table shows commercial statistics for the past 9 years as reported in the annual reports of the Chief of Engineers:

Calendar year.	Arrivals and departures.	Freight received (tons).	Freight shipped.
1906.....	4.....	130	None.
1907.....	4.....	77	None.
1908.....	4.....	99	None.
1909.....	Commerce insignificant.....		
1910.....	Commerce insignificant.....		
1911.....	None.....	None.	None.
1912.....	None.....	None.	None.
1913.....	None.....	None.	None.
1914.....	None.....	None.	None.

11. The small commerce Pultneyville had in the past consisted largely of posts, shingles, brick, etc., imported in such quantities as were consumed within easy hauling distance over country roads.

12. There is no prospect of future development of commerce at this port. There are no terminal facilities and the nearest railroad and trolley lines are about 4 miles distant.

13. Charlotte Harbor is about 22 miles to the west of Pultneyville and the harbor at Great Sodus Bay about 10 miles to the east, both of them having railroad connections.

14. In view of the lack of commerce, present and prospective, I am of the opinion that Pultneyville Harbor is unworthy of any further expenditure of funds for improvement or maintenance, and its abandonment as a harbor to be maintained by the United States is recommended.

15. No question of water-power development enters into the improvement of this harbor.

L. V. FRAZIER,
Major, Corps of Engineers.

[First indorsement.]

OFFICE DIVISION ENGINEER LAKES DIVISION,
Buffalo, N. Y., October 1, 1915.

To the CHIEF OF ENGINEERS:

Forwarded, concurring in the opinion and recommendation of the district officer as expressed in paragraph 14 of his report.

J. G. WARREN,
Colonel, Corps of Engineers.

[For report of the Board of Engineers for Rivers and Harbors, see p. 2.]



The first part of the history of the harbour is a description of the harbour itself, and of the various buildings and structures which are situated on the shore.

The second part of the history is a description of the various buildings and structures which are situated on the shore.

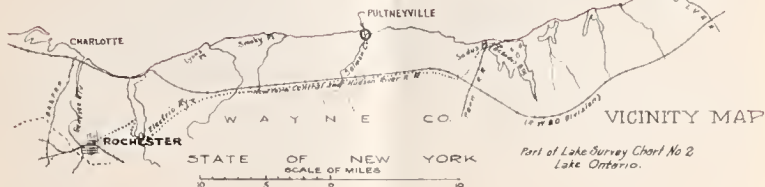
The third part of the history is a description of the various buildings and structures which are situated on the shore.



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